



MICHELIN LE MANS CUP COMMITTEE



To: LMP3 LMP3 Pro/Am GT3

Decision: MLMC_2026_D01_ALL_PSHT

Date: 04/02/2026

Subject: Pit Stop Handicap Time for the 2026 Michelin Le Mans Cup season

APPLICABLE REGULATION(S)

Article 6.2.3 2026 Michelin Le Mans Cup Sporting Regulations

DECISION

In accordance with the above regulations, the performance of Bronze drivers in the previous race will be considered to determine an additional duration to be added to the pit stop reference time (defined in Article 12.4.2). This additional duration will be limited to 60s.

The process will not be activated in the following cases:

- In the case where the average of all bronze drivers' pace is slower than 2 standard deviations from the average of the silver drivers' pace in the race.
- In the case where the race is declared "WET" by race direction.
- There are fewer than 3 silver drivers in the same category that have completed at least 15 laps in the race and 11 laps under green flag conditions. (not taking into account the restart lap at the end of the safety car period).

In these cases, the PSHT will be based on the previous event where PSHT was activated.

The pace of silver and bronze drivers will be taken as the average of their 10 best race filtered laps:

- Lap under 110% of the fastest lap in the category during the race.
- Green laps (not considering the restart lap at the end of the safety car period, pit in lap and pit out lap).
- Lap time of the laps completed beyond the track limits will be considered, even if the lap time had been cancelled.

Silver and Bronze drivers who do not meet the conditions for activation the process will not be considered.

For the group of Silver drivers, we will take the best 80% (lower-rounded) of the field for the analysis.

For the group of Bronze drivers, we will take 100% of the field.

- Bronze drivers that are slower than the maximum Silver percentile of the 80% field studied will not be penalized.
- Bronze drivers that are faster than the maximum Silver percentile studied will be penalized to match the pace of the first Bronze not penalized which will be the Bronze Reference for the Formula. Penalty will be calculated as follows:

$$\frac{\text{minimum driving time}}{\text{Average Bronze lapttime race}(n)} \times (\text{Bronze lapttime} - \text{Bronze Reference})$$

Any decision taken by the Michelin Le Mans Cup Committee is not subject to appeal.

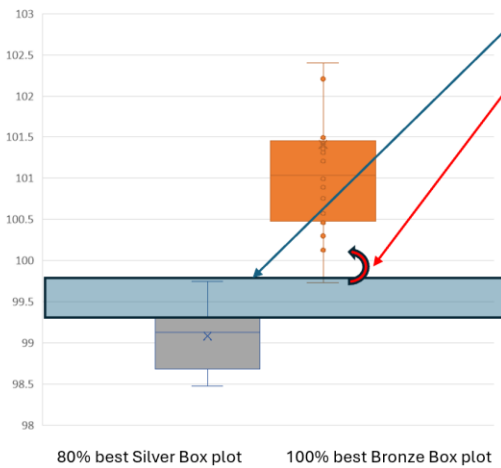
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The penalty structure is illustrated below:



1. Bronze driver in this box will be penalized
2. Quick Bronze driver will be put at the level of the next non penalized bronze driver
3. Penalty is computed with :
 - Delta lap time between quickest bronze driver and the next non penalized bronze driver.
 - number of laps based on minimum driving time and average bronze field pace.

In the case where a bronze driver is penalized, the penalty will be applied to the car in which he/she is participating, **and the penalty will have to be served during the mandatory pit stop.**

For the first race of the season there will be no PSHT application.

Road to Le Mans event will not be considered in the calculations for the following Competitions.

The MLMC Committee is the only body competent to design and make changes to equivalence systems. As such, the Committee will have the final decision as to how these systems should be implemented.

The Committee is entitled to ask competitors and manufacturers for any information that it would deem useful for devising equivalence systems. Competitors and manufacturers must provide accurate and honest data.

Any infringement to the above principles will be penalized by the Stewards, at any time during any Competition, post-race included.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the above-mentioned Competition only